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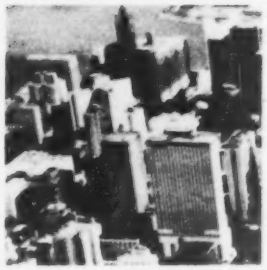

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# INDUSTRY STATISTICS

## INTERCITY BUS INDUSTRY IN THE UNITED STATES

**Including Operations of Class I, II and III Carriers Reporting to the Interstate Commerce Commission and Intrastate Carriers**

| | 1970 | 1972 | 1973 | 1974 | 1975 | 1976 | 1977 | 1978[5] | 1979[5] | 1980 |
|---|---|---|---|---|---|---|---|---|---|---|
| Number of operating companies | 1,000 | 1,000 | 1,000 | 950 | 950 | 1,000 | 1,050 | 1,100 | 1,150 | 1,330 |
| Number of buses | 22,000 | 21,400 | 20,800 | 21,000 | 20,500 | 20,100 | 20,100 | 20,200 | 20,500 | 21,900 |
| Miles of highway served[1] | 267,000 | 270,000 | 270,000 | 271,000 | 274,000 | 276,000 | 277,000 | 279,000 | 280,000 | 280,000 |
| Number of employees[2] | 49,500 | 49,100 | 48,400 | 49,400 | 46,700 | 46,000 | 44,000 | 43,700 | 45,000 | 49,600 |
| Total bus-miles (millions) | 1,209 | 1,182 | 1,178 | 1,195 | 1,126 | 1,118 | 1,102 | 1,081 | 1,132 | 1,182 |
| Revenue passengers (millions) | 401 | 393 | 381 | 386 | 351 | 340 | 332 | 338 | 360 | 373 |
| Revenue passenger-miles (millions) | 25,300 | 25,600 | 26,400 | 27,700 | 25,400 | 25,100 | 25,700 | 25,400 | 27,200 | 27,700 |
| Operating revenues, all services ($-millions) | 901.4 | 974.4 | 1,022.7 | 1,151.9 | 1,171.6 | 1,231.9 | 1,303.1 | 1,388.4 | 1,627.0 | 1,946.5 |
| Operating expenses ($-millions) | 812.2 | 882.1 | 937.9 | 1,070.0 | 1,103.2 | 1,179.9 | 1,247.6 | 1,334.2 | 1,539.1 | 1,813.0 |
| Net operating revenue, before income taxes ($-millions) | 89.2 | 92.3 | 84.8 | 81.9 | 68.4 | 52.0 | 55.5 | 54.2 | 87.9 | 133.5 |
| Operating ratio[3] | 90.1 | 90.5 | 91.7 | 92.9 | 94.2 | 95.8 | 95.7 | 96.1 | 94.6 | 93.1 |
| Taxes assignable to operations ($-millions)[4] | 76.7 | 84.1 | 89.6 | 94.8 | 96.5 | 100.6 | 100.6 | 102.0 | 101.2 | 112.6 |

[1] Includes duplication between carriers
[2] Operating companies only
[3] Operating expenses divided by operating revenues
[4] Excludes income taxes
[5] Preliminary; figures revised but still preliminary

Source: Compiled by ABA from Interstate Commerce Commission data (including published materials and reports filed by individual carriers), supplemented by estimates to cover unavailable segments and by the Motor Carrier Survey in the 1963 Transportation Census.

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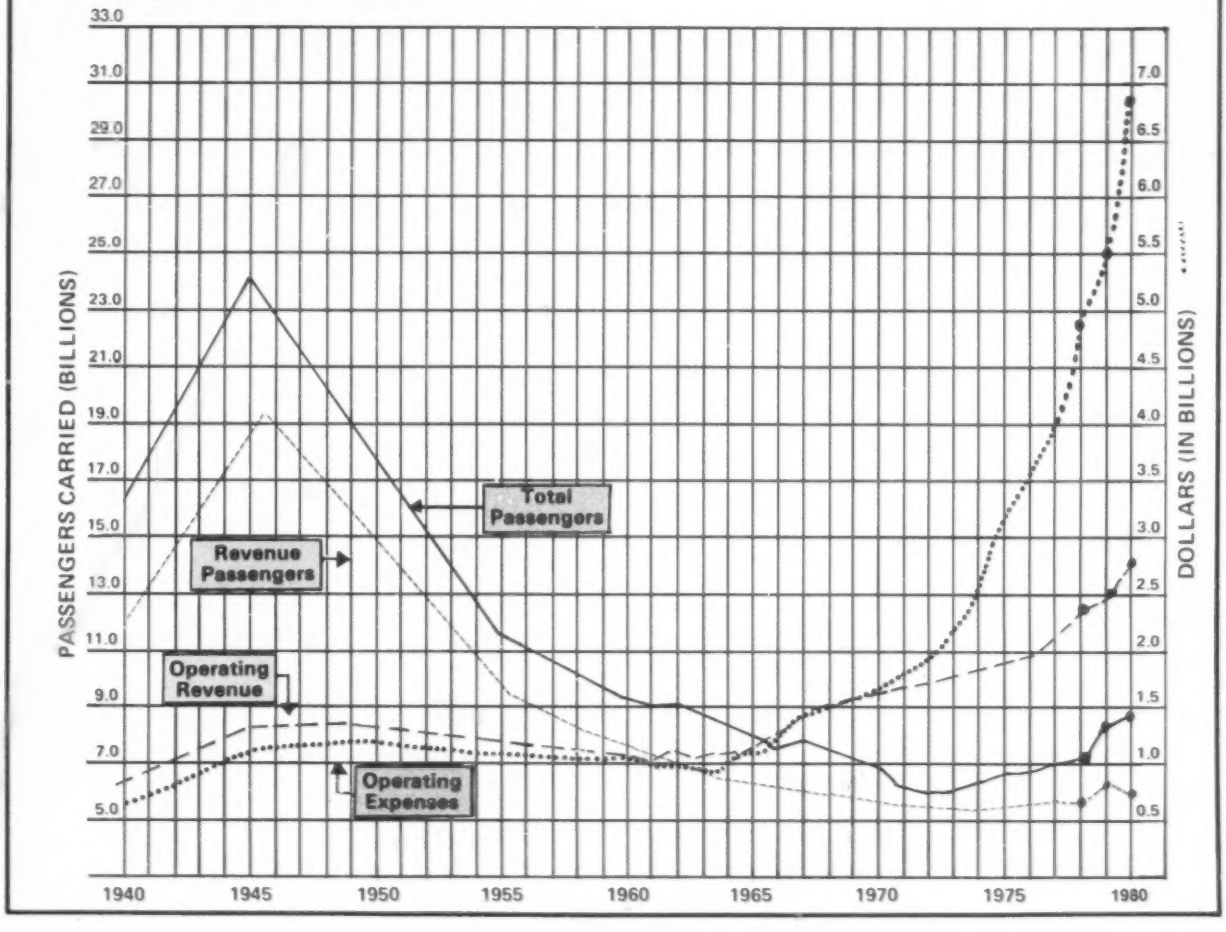
## BUS PASSENGER TRAFFIC AND VEHICLE-MILES

**Class I Carriers**
(All figures in millions)

| | 1960 | 1965 | 1970 | 1972 | 1974 | 1975 | 1976 | 1976(A) | 1977 | 1978[2] | 1979[2] | 1980 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| REVENUE PASSENGER–MILES TRAVELED IN REGULAR-ROUTE INTERCITY SERVICE | 13,116 | 15,749 | 14,173 | 13,576 | 14,667 | 13,240 | 12,560 | 11,990 | 12,560 | 11,908 | 12,650 | 13,050 |
| PASSENGERS CARRIED | | | | | | | | | | | | |
| Total number | 267 | 219 | 174 | 164 | 168.7 | 152.2 | 145.9 | 127.7 | 125.1 | 124.6 | 132.6 | 134.0 |
| Regular-route intercity service | 167 | 166 | 134 | 127 | 126.3 | 117.6 | 112.1 | 101.7 | 98.9 | 97.0 | 102.8 | 105.0 |
| Local and suburban service | 83 | 29 | 21 | 16 | 17.0 | 13.7 | 13.5 | 12.7 | 11.8 | 8.5 | 8.7 | 8.9 |
| Charter and special service | 17 | 24 | 19 | 21 | 25.4 | 20.9 | 20.3 | 13.3 | 14.4 | 19.1 | 21.1 | 20.3 |
| VEHICLE-MILES OPERATED | | | | | | | | | | | | |
| Total | 843.2 | 946.7 | 870.9 | 845.8 | 885.6 | 848.9 | 838.0 | 774.6 | 766.2 | 739.1 | 764.2 | 778.0 |
| Regular-route intercity service | 728.9 | 818.6 | 742.2 | 706.7 | 725.1 | 689.0 | 672.4 | 635.4 | 629.6 | 604.9 | 626.2 | 650.0 |
| Local and suburban service | 45.9 | 23.9 | 16.9 | 15.2 | 16.7 | 13.0 | 11.9 | 10.8 | 10.6 | 6.8 | 6.6 | 6.9 |
| Charter and special service | 66.4 | 103.1 | 110.8 | 123.2 | 141.2 | 144.9 | 151.7 | 128.3 | 125.9 | 127.4 | 131.4 | 121.6 |
| Nonpassenger service | 2.0 | 1.1 | 1.0 | 0.7 | 2.6 | 2.0 | 2.0 | 0.1 | 0.1 | 0 | 0 | 0.1 |

[2] Representing only carriers classified as Class I under test effective January 1, 1977; figures from ABA tabulations
[3] Preliminary; figures revised but still preliminary

Transit ridership, operating revenue and operating expense — 1940-1980




**URBAN MASS TRANSPORTATION ADMINISTRATION**
Summary of Approved Capital Grants Affecting Rail Operations from Feb. 1, 1965 to June 30, 1980 (in millions)

| Urbanized Area | Transit System or Commuter Railroad | Rapid Transit | Commuter Rail | Area Total | Number of New Cars Funded |
|---|---|---|---|---|---|
| Atlanta | MARTA | $ 825.0 | – | $ 825.0 | 100RT |
| Baltimore | MTA | 582.6 | – | 582.6 | 72RT |
| Boston | MBTA | 1,070.5 | – | | 266RT, 175LRT |
| | B&M | – | $ 156.5 | | 60C |
| | Total | | | 1,227.0 | |
| Buffalo | NFTA | 212.0 | | 212.0 | 35RT |
| Chicago | CTA | 509.0 | – | | 650RT |
| | BN, C&NW, ICG, MR, N&W, RI | – | 309.8 | | 333C |
| | Total | | | 818.8 | |
| Cleveland | GCRTA | 160.1 | | 160.1 | 90RT, 48LRT |
| Detroit | GT | | 1.7 | 1.7 | – |
| Honolulu | City & County | 2.0 | | 2.0 | – |
| Los Angeles | SCRTD | 12.0 | | 12.0 | |
| Miami | MTA | 344.2 | | 344.2 | 136RT |
| New York | NYCTA | 1,417.0 | – | | 1145RT |
| | PATH | 44.3 | – | | 44RT |
| | LI, CR | – | 987.7 | | 968C |
| | Total | | | 2,449.0 | |
| Philadelphia | SEPTA | 280.2 | – | | 125RT, 141LRT |
| | PATCO | 46.6 | – | | 46RT |
| | CR | – | 385.0 | | 232C |
| | Total | | | 711.8 | |
| Pittsburgh | PAT | 66.0 | – | | 44RT |
| | B&O | – | 3.6 | | – |
| | Total | | | 68.6 | |
| San Francisco | BART | 334.0 | – | | 450RT |
| | MUNI | 116.7 | – | | 100LRT |
| | Total | | | 456.2 | |
| Washington | WMATA | 999.8 | – | | 94RT |
| | B&O | – | 12.7 | | – |
| | Total | | | 1,288.8 | |
| **TOTALS** | | $7,303.8 | $1.859.9 | $9,163.7 | 5,354 |

RT = Heavy Rapid Transit (3,068 cars); LRT = Light Rail Transit (464 cars); C = Commuter Rail (1,593 cars).

## TRANSIT PASSENGER VEHICLES OWNED AND LEASED

| CALENDAR YEAR | RAILWAY | | | TROLLEY COACH | MOTOR BUS | TOTAL REVENUE VEHICLES |
|---|---|---|---|---|---|---|
| | LIGHT RAIL | HEAVY RAIL | TOTAL RAIL | | | |
| 1940 | 26,630 | 11,032 | 37,662 | 2,802 | 35,000 | 75,464 |
| 1945 | 26,160 | 10,217 | 36,377 | 3,711 | 49,670 | 89,758 |
| 1950 | 13,228 | 9,758 | 22,986 | 6,504 | 56,820 | 86,310 |
| 1955 | 5,300 | 9,232 | 14,532 | 6,157 | 52,400 | 73,089 |
| 1960 | 2,856 | 9,010 | 11,866 | 3,826 | 49,600 | 65,292 |
| 1965 | 1,549 | 9,115 | 10,664 | 1,453 | 49,600 | 61,717 |
| 1966 | 1,407 | 9,273 | 10,680 | 1,326 | 50,130 | 62,136 |
| 1967 | 1,388 | 9,257 | 10,645 | 1,244 | 50,180 | 62,069 |
| 1968 | 1,355 | 9,390 | 10,745 | 1,185 | 50,000 | 61,930 |
| 1969 | 1,322 | 9,343 | 10,665 | 1,082 | 49,600 | 61,347 |
| 1970 | 1,262 | 9,338 | 10,600 | 1,050 | 49,700 | 61,350 |
| 1971 | 1,225 | 9,325 | 10,550 | 1,037 | 49,150 | 60,737 |
| 1972 | 1,176 | 9,423 | 10,599 | 1,030 | 49,075 | 60,704 |
| 1973 | 1,123 | 9,387 | 10,510 | 794 | 48,286 | 59,590 |
| 1974 | 1,068 | 9,403 | 10,471 | 718 | 48,700 | 59,889 |
| 1975 | 1,061 | 9,608 | 10,712[a] | 703 | 50,811 | 62,226 |
| 1976 | 963 | 9,714 | 10,720[a] | 685 | 52,382 | 63,787 |
| 1977 | 992 | 9,639 | 10,674[a] | 645 | 51,968 | 63,287 |
| 1978 | 944 | 9,567 | 10,554[a] | 593 | 52,866 | 64,013 |
| 1979 | 959 | 9,522 | 10,524[a] | 725 | 54,490[b] | 65,696 |
| P1980 | 1,013 | 9,693 | 10,747[a] | 823 | 59,411[b] | 70,983 |

P = Preliminary

(a) Includes 39 cable cars and 4 inclined plane cars.

NOTE: Table excludes automated guideway transit, commuter railroad, and urban ferry boat.

## NEW PASSENGER VEHICLES DELIVERED

| Calendar Year | RAILWAY CARS | | | Trolley Coaches | MOTOR BUSES | | | | Total Passenger Vehicles |
|---|---|---|---|---|---|---|---|---|---|
| | Light Rail | Heavy Rail | Total Rail | | 29 Seats or fewer | 30-39 Seats | 40 Seats or more | Total Buses | |
| 1940 | 463 | 189 | 652 | 618 | – | – | – | 3,984 | 5,254 |
| 1945 | 332 | 0 | 332 | 161 | 1,757 | 1,183 | 1,501 | 4,441 | 4,934 |
| 1950 | 4 | 199 | 203 | 179 | 205 | 852 | 1,611 | 2,668 | 3,050 |
| 1955 | 0 | 288 | 288 | 43 | 8 | 229 | 1,861 | 2,098 | 2,429 |
| 1960 | 0 | 416 | 416 | 0 | 0 | 173 | 2,633 | 2,806 | 3,222 |
| 1965 | 0 | 580 | 580 | 0 | 6 | 225 | 2,769 | 3,000 | 3,580 |
| 1966 | 0 | 179 | 179 | 0 | 36 | 312 | 2,752 | 3,100 | 3,279 |
| 1967 | 0 | 85 | 85 | 0 | 32 | 260 | 2,208 | 2,500 | 2,585 |
| 1968 | 0 | 384 | 384 | 0 | 63 | 171 | 1,994 | 2,228 | 2,612 |
| 1969 | 0 | 650 | 650 | 0 | 65 | 163 | 2,002 | 2,230 | 2,880 |
| 1970 | 0 | 308 | 308 | 0 | 77 | 73 | 1,274 | 1,424 | 1,732 |
| 1971 | 0 | 250 | 250 | 1 | 95 | 70 | 2,349 | 2,514 | 2,764 |
| 1972 | 0 | 360 | 360 | 1 | 124 | 199 | 2,581 | 2,904 | 3,265 |
| 1973 | 0 | 238 | 238 | 1 | 182 | 317 | 2,701 | 3,200 | 3,439 |
| 1974 | 0 | 92 | 92 | 0 | 345 | 251 | 4,222 | 4,818 | 4,910 |
| 1975 | 0 | 127 | 127 | 1 | 419 | 128 | 4,714 | 5,261 | 5,389 |
| 1976 | 4 | 472 | 476 | 260 | 395 | 251 | 4,099 | 4,745 | 5,481 |
| 1977 | 62 | 506 | 568 | 198 | 549 | 308 | 1,580 | 2,437 | 3,203 |
| 1978 | 35 | 172 | 207 | 0 | 610 | 222 | 2,973 | 3,805 | 4,012 |
| 1979 | 70 | 94 | 164 | 141 | 408 | 130 | 2,902 | 3,440 | 3,745 |
| P1980 | 32 | 130 | 162 | 98 | 287 | 143 | 4,142 | 4,572 | 4,832 |

P = Preliminary – Data not available